Bilateral Aviation Agreement

144. SHRI PREM CHAND GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government have concluded a series of bilateral aviation agreements with no major advantage to the Indian side while foreign carriers have walked away with substantial benefits; and

(b) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) and (b) Bilateral air service negotiations are concluded on the basis of balance of advantage and reciprocity to either side. Besides factors like tourism promotion, facilitation of commerce and trade, improving air connectivity of India with rest of the world, commercial advantage to the national carriers are taken into account before concluding such agreements.

Multiple-laning of air corridors

145. SHRI R.P. GUPTA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that recently the Airports Authority of India has introduced multiple-laning of air corridors passing over the country;

(b) if so, the details thereof;

(c) whether it is also a fact that the Indian Air Force have expressed reservations on the new routes because of the IAF bases spread across the country, especially in the northern and eastern regions; and

(d) if so, the details of the steps taken to adequately address the security concerns of the IAF?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION (SHRI RAJIV PRATAP RUDI): (a) Yes, Sir.

(b) The system of multiple-laning of air corridors has been named EMARSSH (The Revised ATS Route Structure - Asia to Middle East/ Europe-South of the Himalayas). This was implemented on